

OXC-7122-64  
Copy 1 of 12

22 June 1964

MEMORANDUM FOR THE RECORD

SUBJECT : Trip Report - OXCART - IDEALIST

25X1A

1. On 16 June the undersigned visited [ ] with Gen. Flickinger, Headquarters Consultant and [ ] of the David Clark Co. to discuss the status of life support equipment and parachute test program. Pertinent accomplishments are as follows.

25X1A

2. The new parachute was demonstrated to pilots in combination with a mocked up contoured lid and thin cushion survival kit. Pilot acceptance of this combination was good.

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3. [ ] of LAC gave a briefing on the history of ejection systems in century series aircraft. The F 104 system which is essentially the same as the A-12 has an excellent record. However, the pilots still desire a quick disconnect feature for the boot spurs. David Clark Co. to accomplish further research on this item.

25X1A

4. [ ] confirmed delivery of parachute timers and ejection seat catapults on schedule to meet test program at El Centro.

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5. [ ] agreed to provide two parachute riggers for [ ] on a rotating basis during the test program. via this OJT all of the riggers at [ ] will be qualified to pack the new personnel chute.

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6. On 17 June, Capt. [ ] Messers [ ] LAC and Dr. [ ] Items discussed and conclusions were as follows.

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This document contains information  
referring to Project OXCART

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7. LAC to submit an ECP to integrate the HALO parachute into the U-2 ejection system. Five of these chutes have been sent to G. The big advantage of this parachute over the one presently in use is a 35 foot canopy vs. the 28 foot canopy. Rate of descent is significantly reduced with the larger canopy.

8. It was agreed that the Q445 seat kit is acceptable in its present configuration. The first two will be delivered by 1 August followed by three per week until order of 23 completed.

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9. Reference [ ] message 0679 (IN 81484) of 3 June requesting approval to discontinue further effort on the hypoxia warning system. The recommendation made as the result of recent flight tests on this system. Reliability of the system and the distinct possibility of the pilot receiving a false warning led to the agreement to discontinue ECP 176.

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Capt. USAF  
ASD/OSA

25X1A

ASD/OS [ ]:gp (22 June 1964)

- Cy 1&2 - ASD/OSA  
3 - D/TECH/OSA  
4 - AD/OSA  
5 - D/FA/OSA  
6 - MD/OSA  
7 - CD/OSA  
8 - OXC/OSA  
9 - IDEA/OSA  
10 - SD/OSA  
11 - chrono  
12 - RB/OSA

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